AMENDMENTS TO THE SPECIFICATION

Please replace paragraph [0032] with the following amended paragraph:

[0032] The torsional vibration damper, certain parts of which are shown in Figs. 1 and 2, constitutes a split flywheel 1 including a first or primary component or mass 2 and a second or secondary component or mass 3. The component 2 is affixed to and can receive torque from the rotary output element (such as a crankshaft or a camshaft) of a prime mover (e.g., an internal combustion engine) in the power train of a motor vehicle, and the component 3 can transmit torque to the clutch plate or clutch disc of a friction clutch serving for the transmission of torque to the input shaft of a gearbox in the power train of the motor vehicle. Reference may be had, for example, to commonly owned ~~us patent~~ U.S. Patent No. 5,042,632 (granted August 27, 1991, to Johann Jäckel for "VIBRATION DAMPING APPARATUS") the disclosure of which is hereby incorporated herein by reference.

Please replace paragraph [0033] with the following amended paragraph:

[0033] The components 2 and 3 are ring-shaped masses and are rotatable relative to each other about a common axis X by way of an antifriction ball bearing 4. The latter is installed radially outwardly of an annular array of bores or holes 5 for screws, bolts, or other suitable fasteners (not shown) that serve to secure the primary component 2 to the rotary output element of the prime mover.

Please replace paragraph [0034] with the following amended paragraph:

[0034] A means 6 for yieldably opposing angular movements of the components 2, 3 relative to each other about the common axis X includes two deformable energy storing elements 7, 8, each of which constitutes an arcuate coil spring having identical or substantially identical convolutions and extending along an arc of a little less than (i.e., close to) ~~90°~~ 180°. For the sake of brevity, the energy storing elements 7, 8 will also be referred to herein as springs or coil springs; however, it will be appreciated that other suitable resiliently deformable energy storing elements can be utilized with equal or similar advantage. The springs 7, 8 are disposed diametrically opposite each other, and their centers of curvature are located on or close to the axis X.

Please replace paragraph [0037] with the following amended paragraph:

[0037] Fig. 1 shows that the entraining members 24, 25 of the ~~coupling~~ carrier element ~~22~~ 23 are disposed at diametrically opposite points or ends of the coil springs 7 and 8, between pairs of neighboring convolutions of the springs 8, 7, respectively. Entraining member 24 is adjacent the abutment 16 and entraining member 25 is adjacent that end portion of the spring 7 that is located diametrically opposite the entraining member 24. The entraining member 28 of the carrier element 27 is located adjacent the abutment 16 on the opposite side of torque transmitting support 20 from entraining member 24, and entraining member 29 is located diametrically opposite entraining member 28 and is adjacent entraining member 25.

Please replace paragraph [0041] with the following amended paragraph:

[0041] An important advantage of the preferably circular, disc-shaped, annular carrier elements 23 and 27 is that they allow for convenient installation of the improved coupling arrangement in existing types of torsional vibration dampers. In addition, such carrier elements are simple and inexpensive, they occupy a minimum of space, and they can be made of one piece with the respective entraining members 24, 25 and 28, 29. That simplifies the conversion of a standard split-flywheel-damper combination into the improved combination, i.e., the incorporation of the novel coupling means into the torsional vibration damper, whereby the energy storing elements are coupled to each other in accordance with the present invention.

Please replace paragraph [0053] with the following amended paragraph:

[0053] Referring to Figs. 8 and 9, there is shown a split flywheel 1 that includes a circular array defined by two pairs of compression coil springs 61, 62 and 63, 64, each of which individual springs extends along an arc of somewhat less than 90°. Thus, as shown in Figures 1 and 8, each of the compression coil springs can extend along an arc of n times approximately 90°, wherein n is a whole number including one. An abutment 16 is provided between the ends of each pair of neighboring coil springs 61, 62; 62, 63; 63, 64; and 64, 61. Coupling elements 66 are installed between the neighboring end portions of the coil springs 61, 62 and 63, 64.

Please replace paragraph [0042] with the following amended paragraph:

[0042] The above-mentioned flange-like torque-transmitting support 20 constitutes an additional important and highly advantageous feature of the improved torsional vibration damper 6. The carrier elements 23 and 27 are rotatable relative to and are centered relative to the axis of the support 20, and the latter is turnable relative to and is in frictional engagement with the carrier elements 23, 27 and is coupled to the energy storing coil springs 7 and 8.